

HIRAN WESTBROOKE DROWNED.

A Body Identified as That of the Aged Property Owner.

The body of the man found in Buttermilk Channel yesterday was identified this morning as Hiran Westbrook, of Hightower, N. J. Mr. Westbrook was a real estate owner and dealer and worth considerable money. He owned much property in Pennsylvania. His body is now at the Brooklyn Morgue and will be taken to Hightower. Mr. Westbrook was seventy years old. He left home Aug. 3, intending to come to New York, where he had an engagement to meet a lawyer whose office was at Nassau street. He was never afterwards seen.

WANTED TO LYNCH A WOMAN.

A Mob Threatens an Inhuman Williamsburg Mother.

She Ties Her Nine-Year-Old Boy Up and Beat Him Unmercifully.

The timely arrival of officers at 333 Division avenue, Williamsburg, this morning, saved Mrs. Rachel Kase from the hands of an angry mob.

The woman lives on the third floor of a large tenement-house and was seen early this morning to take her nine-year-old boy and the him to a stake in the yard.

She proceeded to beat the child unmercifully, and his cries awakening the neighbors, brought screaming women and angry men to the windows.

Their threats and yells were of no avail, and several men hurried to the yard.

Henry Blackley, of 212 Stagg street, was passing at the time, and hearing the child's cries, jumped a fence and saved it from its inhuman mother.

The little one's face was black and blue and his body was bruised. Mrs. Kase was hustled into her room and detained there while the officers were sent for.

In the meantime the crowd from the neighboring tenement-houses increased, as did the threats against the woman's life.

She was held for trial by Justice Goetting in the Lee Avenue Police Court this afternoon.

MIDGET BURGLAR CAUGHT.

Two Feet High, Five Years Old and a Dangerous Thief.

Mike Monasillo, little more than two feet high, five years old and weighing thirty-eight pounds, has caused by his robberies general alarm among the residents of the Nineteenth Precinct, Williamsburg.

For some time along Skillman and Union avenues and in that vicinity innumerable burglaries have been committed. The police obtained a clue to the perpetrator through the mere chance.

On July 6 the grocery store of Carl Grajtan, of 241 Richardson street, was entered and \$25 stolen.

On July 12 James Roulo, a shoemaker at 240 Union avenue, saw the child buying a watermelon almost as big as himself, and take a large roll of bills from his ragged pants to pay for it.

He followed the child to the sidewalk and saw him throw the roll of bills on the sidewalk in front of the grocery store, at 240 Union avenue, and to all questions given the "sure, Mike."

The police believe the child to be the Oliver T. of the Brooklyn Police Department, a precocious and mischievous boy, who is known to all as a dangerous thief.

He is a native of Italy, and is now in the hands of the police, who are waiting for a chance to send him to the reformatory.

BOY KILLED BY THE CARS.

Tax-Collector Smalling's Son Run Over at Babylon, L. I.

Barth Low, L. I., Aug. 19.—(By Special Telegram.) A boy, son of a tax collector, was killed this morning at a crossing in this place by a train on the Long Island Railroad. Coroner Moore will make a careful investigation.

Muller Gave Up the Fight. Christian Muller, a furrier, sixty years old, who lived at 1067 First avenue, committed suicide at an early hour today by hanging himself from a tree in a vacant lot in the Sixty-seventh street, between First and Second avenues. The suicide, it is said, was at one time well to do, but had been in poor circumstances for some time. He had been married for many years, and had three children, two girls and a boy of seventeen.

The suicide, it is said, was a letter in German saying he killed himself because he had no work or money.

WILL MEET AFTER 17 YEARS.

A Long Lost Son Finds His Father After a Long Search.

The Son Is in Seattle and the Father in Brooklyn.

Owing to clever work by Detective-Sgt. Roche, of the Brooklyn Central Office, a father and son, who have been separated for seventeen years, will soon be reunited.

Three weeks ago Supt. Byrne received a letter from Seattle, Wash., signed Edward Burns, seeking information of the writer's father, Daniel Burns, who he thought lived in Brooklyn.

The letter was transmitted to Acting Supt. Macellier, and Detective Roche.

After a search lasting over two weeks Roche located the old man this morning. Daniel Burns lives at 709½ Dean street.

When the detective told the old man the nature of his business he shed tears of joy. Mr. Burns told the detective that he was the writer of the letter was his long lost son.

"My son Edward," he said, "disappeared seventeen years ago, when he was but six years old. We left him playing in front of the house one evening and when we went to look for him he was gone."

"We searched everywhere but never got the slightest clue to his whereabouts, and I have not heard from him since."

"How he disappeared, and in what manner he managed to get so far away from home, I do not know."

WHEELMEN WITHOUT LAMPS.

Eleven are Arrested for Violating a Brooklyn Ordinance.

Eleven persons were arrested in Brooklyn for riding bicycles at night without a signal light, in pursuance to an ordinance passed yesterday by Inspector Macellier, calling attention to the city ordinance on the subject, which provides a fine of \$2.

Policemen Baird and Fullerton, of the Mounted Squad, and Patrolmen Gilchrist, Hawkhurst, and Lynch arrested Edwin Becker, twenty years old, 450 Flatbush avenue; Tobias Wolter, twenty-seven, 81 Garfield place; Charles A. Corbett, twenty-three, 324 Fifteenth street; Sarah Campbell, nineteen, 508 Smith street; Myrta, nineteen, 320 Wythe avenue; Arthur Williams, nineteen, 100 Lexington avenue; Henry Hurl, twenty-one, 506 Sixth avenue; Henry Hurl, sixteen, 124 Rockaway street; and Henry Weiss, twenty-one, 132 Madison street, arrested on this morning for riding bicycles at night without a light.

The case was adjourned to Justice Goetting in the Lee Avenue Police Court for examination.

A DRUGGIST HELD FOR TRIAL.

Charge that His Unlicensed Clerk Sold Poisons Carelessly.

Hugh Ward, proprietor of "The College Pharmacy," at 2 Amsterdam avenue, and of the drug store at 21st avenue and Twenty-seventh street, was held in \$200 bail by Justice Talbot, in Yorkville Court, this morning, for trial on a charge of misdemeanor, preferred by the Health Department.

The offense charged against Dr. Ward was the sale of poisons without a prescription, in the person of his clerk, Eugene Ward, who is a beardless boy, and a resident of the city.

There are at present three indictments of forgery against him. The principal complaint is in connection with a large quantity of 112 William street, upon whom it is alleged, he passed a worthless check.

With equal facility the second prescription was obtained from young Ward, yet the tea-spoon dose contains equal prussic acid to the patient in two minutes.

Accused of Falsifying Bogus Checks. Carl G. Link, a clerk in the office of *Western's Magazine*, 20 West Twenty-third street, was held at Jefferson Market, today for trial on a charge of passing worthless checks. One check for \$10 was passed on A. Goodrich, a broker of Fifth avenue and Twenty-sixth street.

Death from Playing with Matches. Four-year-old Austin Machner played with matches in the cellar under his home on Crest street, Brooklyn. His clothing caught fire and he received burns which caused his death this morning.

Only a sufficient number of men were needed from each company to act as messengers in case the orders came to inform their sergeants, so that the men could be summoned as soon as possible.

BROOKLYN PAGE.

DEPRESSION.

(Continued from First Page.)

to 10 o'clock this morning. They received no news of the situation in Buffalo, and had not been officially advised of the arrival of the troops which left New York yesterday.

No additional orders have, therefore, been issued to the commanding officers of the three regiments of brigades at Buffalo, eighth, and sixtieth—which are still held in reserve here, and it is yet uncertain whether they will be called out.

In any event, it was said, it is not probable that the seventh regiment will be required to leave town, and if it is found that further assistance will be needed at Buffalo, the eighth and sixtieth will be sent to reinforce the militia already on the ground.

According to Col. Olin, there are now between 6,000 and 7,000 soldiers at Buffalo, and that, in his opinion, is a sufficient number to overcome the mob and prevent any lawlessness or violence, and protect the property of the railroad companies from destruction by any reckless sympathizers of the strikers.

Force Held in Constant Readiness. "Still," said Col. Olin to an Evening World reporter this morning, "we may receive orders for more troops at any time, and the three regiments now in town are under orders to hold themselves in readiness to respond to any call for service."

"It all depends on what we hear from Albany. Any change in the situation at Buffalo might make it necessary to send on reinforcements at once."

"It is a good thing that we have so many troops at Buffalo already, for if there should be a strike of the firemen and locomotive engineers, today there is no telling how long it would have taken to get the men to the scene of the trouble."

The brigade commander will not probably go to Buffalo unless the situation there becomes very much more alarming than it is at present. Gen. Doyle, who is in command of the Fourth Brigade, is now in charge of the State's forces there.

Col. Olin also said that the difficulty in protecting the railroad property at Buffalo, notwithstanding the large number of troops now on the ground, was the fact that the yards of the various companies covered so much territory that it was not possible to scatter and very far apart.

No Guards at New York Depots. It was reported early this morning that a detachment of the militia had been sent over to guard the railroad yards at West Thirtieth and West Sixty-seventh streets last night, as many soldiers had been seen at both these points, and the mysterious movements had attracted much attention among the residents of the west side.

This proved to be a mistake. The soldiers at the Thirty-third street depot were only a portion of the Ninth Regiment which had not been able to get away with the main body of the command, and therefore, obliged to take a late night train from the west side. The command at the Sixty-seventh street yards was caused by the departure of Troop A, cavalry.

The latter did not get away from town until nearly 3 o'clock this morning. The troops took the train for Albany, and about midnight, and after stopping there in the live-stock cars, found accommodations for themselves in two ordinary passenger cars. They will arrive in Buffalo some time this afternoon.

Capt. Roe accompanied them. It was very dark at the time of their departure, and the only light which they could obtain by completing their final arrangements came from two dimly lanterns, which were all that could be found in the yard.

It was this groping around in the dark which gave an air of mystery to the proceedings and aroused the curiosity of the belated pedestrians along the river front.

Quiet at the 60th Armory. At the Sixty-sixth Regiment Armory, at Tompkins Market this morning, there was an entire absence of all excitement and bustle. Col. Cavanaugh and most of the officers of the command remained at the armory all night, and early in the evening about 800 of the men were on hand. They expected to be ordered to prepare for departure at short notice, as Col. Cavanaugh had received the following order:

HEADQUARTERS OF THE SIXTY-SIXTH REGIMENT. SPECIAL ORDERS No. 1.—I. Pursuant to orders received from the State of New York, the Regiment will hold itself in readiness to assemble at short notice for active service.

II. Assemble, on further notice, in heavy marching order, State service uniform, black helmets, knapsacks with overcoats rolled thereon, canteens and haversacks.

By order of Col. Cavanaugh. J. M. McNeill, Five Lines, and Adjutant.

Adj. Murphy said this morning that the further notice had not yet been issued. There were less than fifty men in the armory at the time, and most of the officers had gone out to get their breakfasts.

Only a sufficient number of men were needed from each company to act as messengers in case the orders came to inform their sergeants, so that the men could be summoned as soon as possible.

One sergeant received a telegram at 3 o'clock this morning, and he hurried away and got his men together before daybreak, and had them all in marching uniform before he found out that some one had been playing a joke upon him.

The boys appear anxious to go to Buffalo and join their comrades who have been there, and nothing would please them more than to receive marching orders.

Adj. Murphy says that between 800 and 1,000 men would report if the regiment was ordered to Buffalo.

FOURTEENTH ALL READY. The Regiment Prepared to March on Three Hours' Notice.

At the armory of the "Fighting Fourteenth," at North Portland avenue and Avenue C, Brooklyn, before the strike was a goodly gathering of soldiers boys in uniform, each ready to hear that marching orders had been received.

There was a good deal of grumbling among the men because the Thirteenth and Twenty-third regiments had been given the preference in the orders to march.

Capt. H. H. Harding, who was in charge of the armory, told an Evening World reporter that at 9 o'clock last night 95 per cent of the regimental strength was on hand ready to move at thirty minutes' notice.

At 6 o'clock this morning Capt. Harding told the men they could go to business at their own homes. There were now five men and four commissioned officers from each of the ten companies on duty at the armory, ready to notify every man in the organization if marching orders are received. Both home and business addresses were taken and verified last night, and it will only be a matter of two or three hours before the regiment can be ready to move when called on.

Col. Mitchell came to the armory at 9:30 this morning, and said that, from the latest reports from the scene of the trouble, he hardly thought there would be a call for more troops. If, however, the Fourteenth should be called out, the regiment was prepared to move.

Following is the field and staff and company commanders of the regiment as it will be ordered in case the Fourteenth is ordered out:

Colonel, Harry Mitchell. Lieutenant-Colonel, S. C. Cloughrie. Major, John H. Smith, Benjamin Stein. Acting Major, Second Battalion, Capt. William F. Morris.

Adjutant, A. L. Kline. Quartermaster, F. C. Shipman. Surgeon, F. L. Tetlow. Assistant Surgeon, L. J. Carlton. Commissary, W. F. Fitzgerald. Inspector of Rifle Practice, J. J. Dixon. Chaplain, J. O. Peck.

The companies will be commanded as follows: Company B—Capt. Richard H. Harding, Jr. Company C—Capt. Charles Lord. Company D—Capt. Hassel Nutt. Company E—Capt. Mitchell. Company F—Lieut. C. W. Bridge. Company G—Capt. J. L. Houghton. Company H—Lieut. B. F. Tober. Company I—Capt. A. O. Crane.

THE EIGHTH AND SEVENTH. Members of the Regiments Warned, but Not Ordered to March.

Since the orders arrived to hold the regiment in readiness, nothing new has transpired at the Eighth Regiment Armory. The morning there was very quiet, and waiting for any new orders, about one hundred men, besides Col. Scott, Lieut.-Col. F. A. Schilling, Major Henry Chauveau, Adj. George I. Wentworth and the captains and lieutenants of the various companies.

Most of the men were dismissed after breakfast by their officers and told to go to business.

At the Seventh Armory the state of affairs was much the same. About 200 men stayed on guard, with about all the officers of the regiment. Lieut.-Col. George Moore Smith is in command during the absence of Col. Appleton.

The impression prevailed at both these armories that about all the regiments had gone to the front that would go. In case they are called out the Eighth would probably take about 400 men, and the Seventh 700 or 800.

WEST SHORE SWITCHMEN BICY. Western Trains Come in Late-Third-teenth Reached Buffalo at 6 A. M.

Division Superintendent Watson, of the West Shore Railroad, returned this morning from New York, where he had been on duty for some time. He said that the Western trains were moving as usual, and that he had handled four through trains from Buffalo during last night. I do not believe the West Shore will be obliged to shut up shop just yet. We managed to keep open at the same old stand during the last strike, and that was far greater magnitude than this one. I think the trouble is all centralized at Buffalo.

A tour through the train-yard at Weehawken this forenoon revealed no indications of a possible lay-off. Switchmen crews were busy shunting cars from one track to another.

None of the switchmen would say that he had the slightest intimation that the strike would extend as far as New York, and many of them said they would be sorry a bit if it did.

Word reached the Trainmaster's office this morning that the military special, which left Weehawken at 2:58 yesterday afternoon, carrying the Thirteenth Regiment (Brooklyn) had reached Buffalo at 10 o'clock this morning.

The passenger trains, if they be western expresses, are running from New York to Buffalo at an hour and a half later. Train 6, the Atlantic Express, from Chicago came in at 8:30 this morning, fifty minutes behind time. No. 4, another western express, in two sections, was reported an hour late at Albany at 10 o'clock.

IN THE HOBOKEN YARDS. Boycotted Freight Handled Freely by All the Roads.

Considerable difficulty that otherwise would be unavoidable to the Erie and Lehigh Valley roads in handling their freight business at this point is obviated by the action of the Delaware, Lackawanna and Western in hauling boycotted freight from Buffalo to the East.

The statements attributed to General Manager Halstead and Treasurer Gibbons, of the D. & W., that, inasmuch as their road got no business from the roads involved in the Buffalo strike when there were no impediments to business, the company would not handle their freight, are officially denied today.

President Samuel Sloan stated to an Evening World reporter this morning that he was astounded when he read the purported interviews with Messrs. Halstead and Gibbons.

"The D. & W. road," continued Mr. Sloan, "will handle any freight that comes to it in a regular way, whether from individuals or corporations. Our road is on friendly terms with those in trouble at Buffalo, and will refuse to render no service that can be of benefit to them."

"If the Nickel Plate or any other road transfers freight to our line it will be handled without discrimination. The statement that we would not take it is false, and was calculated to injure us in the public estimation."

"We have carried all the freight that came to us thus far, and will continue to do so. Our men are on good terms with the company, and thus far we have heard no complaint. I do not anticipate any trouble, because we treat our employees well and conduct our own business as usual."

"The Erie Company and the Delaware, Lackawanna and Western have been on the most friendly terms, and there are mutual obligations which will not be ignored, at a time like this at least. When there are freights on one or the other roads, we have used each other's tracks and extended every courtesy possible. We will handle it upon our own road and render it any service within our power."

Several switchmen, conductors and trainmen employed in the D. & W. yards at Hoboken were asked by an Evening World reporter whether any of the freight transferred from the boycotted roads had been handled at this end and replied simply that they did not know.

Asked if in case they knew the freight was boycotted whether they would refuse to handle it, they replied:

"Certainly not, until we are ordered by our unions to do so. We will not act on our individual responsibility and take it upon ourselves to strike without the instruction and support of our organizations."

The D. & W. and the employees said, in not in the fight, but what will develop if the company persists in hauling the freight of the boycotted roads they would not say, but expressed the belief that a strike would very likely ensue.

Assistant Supt. Fitch, of the Erie road, said this morning that all business was progressing at about the normal condition. Passenger trains were running on time, and the only difficulty—and that is slight—he had in getting through freight from Buffalo.

Erie switchmen declared that they had not yet received any intimation of a strike at this end.

Lehigh Valley officials declare that they are not about the strike circumstances as the Erie.

"The officers of both roads say that New York road have no fear of a scarcity of freight; that a plentiful supply can be carried by either road without any difficulty."

MAIL TRAINS DELAYED. Transcontinental Service Hindered by the Buffalo Troubles.

At the office of Superintendent Jackson, of the Railway Mail Service, it was said today that local railway mails were slightly delayed because of the strike at Buffalo.

The transcontinental train bringing Cincinnati mails, which is due here at 10:35 A. M., was reported two hours late at Ulster this morning.

MORE DETACHMENTS SENT. Belated National Guardsmen Gone to Join Their Commands.

A detachment of thirty men, under command of Sgt. John Oederick, left this morning to join their comrades at Buffalo. These were men who received their orders to go with the regiment last night. The detachment left the Grand Central depot about 4 o'clock in a box car.

Since 6 o'clock this morning sixty-four men have reported at the armory. They came from various summer resorts, where they were spending their vacation. Some of the men were carrying packs, and all were armed with rifles and carbines.

The troop number is about 104 men. When marching orders were received the members were quickly assembled at the armory in Dickel's Riding Academy, on West Fifty-ninth street.

The order to start was received about 10 o'clock last night. Eighty men were ready at midnight, and were equipped with forty rounds of pistol and carbine ammunition. The troop left the armory at 12:58 A. M., and rode up the Boulevard to the New York Central freight yards at Sixty-fifth street, where two sections of a train, comprised of stock cars for the horses and Pullman cars for the soldiers, were waiting.

The horses were gotten aboard the cars safely and at 3:15 o'clock the start for Buffalo was made.

The First Brigade Signal Corps, Capt. Albert Uaup commanding, composed of fifteen men, started for Buffalo on the midnight train over the New York Central.

STOCK EXCHANGE REPORTS. A Bear Raid Checked a Boom in the Industrials.

Wall Street, Friday, Aug. 19.—The stock market opened with a boom in American sugar, which jumped to 14½ on large transactions.

The rise is based on semi-official statements that the company will pay 24 per cent on the stock for the current year.

The general market was very strong, in sympathy with the rise in sugar. General Electric 11½, Lead 45½, Washington Manufacturing 1st preferred 19, Missouri Pacific 10½, and Cordage 12½.

After 11 o'clock a vigorous raid was made on the market by the recognized bear leader. His brokers made urgent search for stop orders, and uncovered a few in Union Pacific, Electric, New England and National Cordage preferred.

The quotations.

American Sugar 14½, Lead 45½, Washington Manufacturing 1st preferred 19, Missouri Pacific 10½, and Cordage 12½.

After 11 o'clock a vigorous raid was made on the market by the recognized bear leader. His brokers made urgent search for stop orders, and uncovered a few in Union Pacific, Electric, New England and National Cordage preferred.

The quotations.

American Sugar 14½, Lead 45½, Washington Manufacturing 1st preferred 19, Missouri Pacific 10½, and Cordage 12½.

After 11 o'clock a vigorous raid was made on the market by the recognized bear leader. His brokers made urgent search for stop orders, and uncovered a few in Union Pacific, Electric, New England and National Cordage preferred.

The quotations.

American Sugar 14½, Lead 45½, Washington Manufacturing 1st preferred 19, Missouri Pacific 10½, and Cordage 12½.

After 11 o'clock a vigorous raid was made on the market by the recognized bear leader. His brokers made urgent search for stop orders, and uncovered a few in Union Pacific, Electric, New England and National Cordage preferred.

The quotations.

American Sugar 14½, Lead 45½, Washington Manufacturing 1st preferred 19, Missouri Pacific 10½, and Cordage 12½.

After 11 o'clock a vigorous raid was made on the market by the recognized bear leader. His brokers made urgent search for stop orders, and uncovered a few in Union Pacific, Electric, New England and National Cordage preferred.

The quotations.

American Sugar 14½, Lead 45½, Washington Manufacturing 1st preferred 19, Missouri Pacific 10½, and Cordage 12½.

After 11 o'clock a vigorous raid was made on the market by the recognized bear leader. His brokers made urgent search for stop orders, and uncovered a few in Union Pacific, Electric, New England and National Cordage preferred.

The quotations.

American Sugar 14½, Lead 45½, Washington Manufacturing 1st preferred 19, Missouri Pacific 10½, and Cordage 12½.

After 11 o'clock a vigorous raid was made on the market by the recognized bear leader. His brokers made urgent search for stop orders, and uncovered a few in Union Pacific, Electric, New England and National Cordage preferred.

The quotations.

American Sugar 14½, Lead 45½, Washington Manufacturing 1st preferred 19, Missouri Pacific 10½, and Cordage 12½.

After 11 o'clock a vigorous raid was made on the market by the recognized bear leader. His brokers made urgent search for stop orders, and uncovered a few in Union Pacific, Electric, New England and National Cordage preferred.

The quotations.

American Sugar 14½, Lead 45½, Washington Manufacturing 1st preferred 19, Missouri Pacific 10½, and Cordage 12½.

After 11 o'clock a vigorous raid was made on the market by the recognized bear leader. His brokers made urgent search for stop orders, and uncovered a few in Union Pacific, Electric, New England and National Cordage preferred.

The quotations.

American Sugar 14½, Lead 45½, Washington Manufacturing 1st preferred 19, Missouri Pacific 10½, and Cordage 12½.

After 11 o'clock a vigorous raid was made on the market by the recognized bear leader. His brokers made urgent search for stop orders, and uncovered a few in Union Pacific, Electric, New England and National Cordage preferred.

The quotations.

American Sugar 14½, Lead 45½, Washington Manufacturing 1st preferred 19, Missouri Pacific 10½, and Cordage 12½.

After 11 o'clock a vigorous raid was made on the market by the recognized bear leader. His brokers made urgent search for stop orders, and uncovered a few in Union Pacific, Electric, New England and National Cordage preferred.

The quotations.

American Sugar 14½, Lead 45½, Washington Manufacturing 1st preferred 19, Missouri Pacific 10½, and Cordage 12½.

After 11 o'clock a vigorous raid was made on the market by the recognized bear leader. His brokers made urgent search for stop orders, and uncovered a few in Union Pacific, Electric, New England and National Cordage preferred.

The quotations.

American Sugar 14½, Lead 45½, Washington Manufacturing 1st preferred 19, Missouri Pacific 10½, and Cordage 12½.